

STATEMENT OF REASONS

Removal of central peak traffic flow reversible lane.

The existing central lane at the foot of Castle Hill is squeezed into a highway width that is very narrow for a third lane and attempts to provide additional capacity for the peak traffic flows. As a result, there is no safe space for cyclists to use in the narrow lanes and due to the narrow footways, it is also difficult to walk a cycle up the hill.

The scheme for promoting Active Travel on this route removes the centre tidal-lane and redistributes the space to provide two cycle tracks at the edge of the highway. This will allow cyclists to cycle up or down the hill in a space that is segregated from traffic.

Alteration to eastbound bus lane on Bath Road.

The existing layout of Bath Road includes a bus lane for eastbound buses from 48 Bath Road to Janson Court, a distance of 535m. In order to accommodate two segregated cycle tracks at the west end of Bath Road it is necessary to adjust the bus lane to start at 44 Petworth Ct, Bath Rd where the carriageway width becomes sufficient to provide a LTN1/20 compliant 'wide' combined bus and cycle lane. This reduces the length of the bus lane by 60m.

Provision of continuous cycle tracks segregated from traffic (or in widened bus lanes) is necessary to enable a safe cycle route to be provided to and from the Southcote Lane junction.

Alteration to residents' parking bays on Castle Hill (Double Yellow Lines)

The existing eastbound lane on Castle Hill has two sections of residents' parking bays. These are approximately 27m and 15m in length and in theory provide up to 8 parking spaces. However, the existing bay of 27m includes dropped kerbs, providing access to 156 Castle Hill, and therefore reducing the useable parking space to approximately 6 or 7 cars.

The active travel plan for the segregated cycle track on the eastbound carriageway formalises the need for a gap for access crossovers and the Council are proposing a total of 11m of double yellow lines to be implemented.

This scheme will deliver a mostly segregated cycle facility in each direction, including a segregated facility across the IDR junction, achieved by reallocating some highway capacity currently dedicated for general traffic. There will also be improvements to junctions and crossing facilities along the route for pedestrians.

The overall scheme will contribute to the Council's goal of making the town carbon neutral by 2030